

Report on
Public consultation for
Aberdeen Airport
Draft Master Plan 2012
for Aberdeen Airport Ltd



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Contents

1	Introduction	2
2	Government guidance	4
3	Consultation process	8
4	Respondents	10
5	Overview of responses	13
6	Detailed analysis of responses	15
7	Summary and recommendations	38

Appendices

- A Initial news release issued on publication of Draft Master Plan, 2 April 2012
- B Subsequent news release issued on 24 April 2012
- C Public drop-in events
- D List of briefings

Introduction

This report describes and analyses the consultation process undertaken by Aberdeen Airport Ltd in relation to the Aberdeen Airport Draft Master Plan 2012. It has been prepared by Nick Wright Planning, an independent planning and community engagement consultancy.

The Draft Master Plan was published by Aberdeen Airport Ltd on 2 April 2012, and has been freely available from Aberdeen Airport Ltd's website in PDF format since then.¹ A 12 week period of public consultation took place, during which Aberdeen Airport Ltd undertook a number of events and activities to disseminate information about the Draft Master Plan and encourage consultation responses (see chapter 2 for more details).

The 12 week consultation period closed on 30 June 2012. A number of late responses were submitted during July 2012. Each of these was accepted as a valid consultation response.

The Draft Master Plan stated that feedback would be independently analysed and the final Master Plan amended as appropriate. This report summarises that independent analysis and contains recommendations for consideration by Aberdeen Airport Ltd as the Master Plan is finalised.

This report is structured as follows:

- Chapter 2 outlines **government advice** on preparation of airport Master Plans and public consultation.
- Chapter 3 describes the **consultation process** undertaken for the Draft Master Plan.

¹ www.aberdeenairport.com/masterplan

- Chapter 4 describes the **respondents** to the consultation.
- Chapter 5 analyses what the **consultation responses** said.
- Chapter 6 contains a **summary and recommendations**.
- The **appendices** contain more detailed information on various aspects.

2

Government guidance

2.1

Government advice on airport Master Plans

The context for preparation of the draft Airport Master Plan is the UK government's White Paper *The Future of Air Transport*² published in 2003, which recommended all major UK airports to prepare and maintain individual airport master plans for their future development, based on the conclusions in the White Paper.

The 2003 White Paper contained a number of specific statements regarding Aberdeen airport, based on an expected increase in passenger demand to between 4 and 5 million passengers per year by 2030:

- No serious local environmental impacts were anticipated at the airport in connection with this growth.
- The White Paper estimated that by 2030 the additional population affected by noise was likely to be small and possibly reducing over time.
- There was considered to be a good case for the existing terminal to be developed incrementally to reflect the increase in traffic.
- The White Paper stated that there may also be a need for an extension of the main runway.
- Surface access links to Aberdeen were expected to be significantly improved by the planned construction of the Aberdeen Western Peripheral Route.

² Cm 6046, December 2003. PDF available online at <http://www.official-documents.gov.uk/document/cm60/6046/6046.pdf>

In 2004, the year after publication of the White Paper, the UK government's Department for Transport provided guidance on the purpose of airport master plans and how they should be produced – titled *Guidance on the Preparation of Airport Master Plans*.³ This guidance informed the preparation of the first Aberdeen Airport Master Plan, which was completed in 2006. The 2012 Draft Master Plan updates that original plan.

The Department for Transport's 2004 guidance makes clear that, although airport Master Plans will not normally have any statutory basis (like Local Development Plans, for example), they “should provide a clear statement of intent on the part of an airport operator that will enable future development of the airport to be given due consideration in local and regional planning processes”.

2.2

Government advice on public consultation

In the Draft Master Plan, Aberdeen Airport Ltd states that the consultation will be carried out in accordance with the Department for Transport's 2004 guidance (see above) and the principles of the Scottish Government's *Planning Advice Note 3/2010: Community Engagement*.⁴

Whilst the consultation on the Master Plan must take account of 2004 Department for Transport guidance, there is no such requirement to take account of the Scottish Government's more detailed Planning Advice Note 3/2010. Aberdeen Airport Ltd's voluntary decision to comply with the principles of the Planning Advice note should therefore give confidence that public consultation is being taken seriously.

The Department of Transport's 2004 guidance on airport Master Plan consultation is limited to two paragraphs:

55 It will be advantageous for airport operators to undertake a full-scale public consultation, especially where there are proposals for major infrastructure development. The more extensive the consultation the better informed and received the final master plan proposals are likely to be.

³ *Guidance on the Preparation of Airport Master Plans*, Department of Transport, 2004. PDF available at <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/air/pwpa/guidanceonthepreparationofai5683>

⁴ Available at <http://www.scotland.gov.uk/Publications/2010/08/30094454/0>

This will be the case whether the master plan is used to provide a formal input to strategic and local land use plans or is submitted in support of a planning application. However, it will be important to make clear to consultees that their views are being sought on the specific proposals in the draft master plan, not on the overall direction of development at the airport as set out in the White Paper.

- 56 *In some circumstances, given the sensitivity of the issues, it may not be possible for agreement to be reached with all stakeholders on the process or content of a master plan. In these circumstances, the ultimate responsibility for the final content of any plan should lie with the airport operator.*

Planning Advice Note 3/2010 contains around 40 pages of detailed advice on consultation. There are no references to airport master plans, and limited references to other forms of master planning. However, the general principles of the Planning Advice Note are summarised on page 2 of the document:

- *Community engagement must be meaningful and proportionate.*
- *Community engagement must happen at an early stage to influence the shape of plans and proposals.*
- *It is essential for people or interest groups to get involved in the preparation of development plans as this is where decisions on the strategy, for growth or protection, are made.*

The Planning Advice Note also outlines the roles and responsibilities of various parties involved in community engagement aspects of the planning system. Much of the document is concerned with how planning authorities should consult and engage with their communities. There is also, however, some guidance for applicants and their agents, the group which most closely resembles Aberdeen Airport Ltd in this case (paragraphs 21-22):

- 21 *There are legal requirements on prospective applicants to engage with the community on certain applications. The requirements around preapplication consultation are set out below. But also there are applicants for planning permission who engage with local communities voluntarily in advance of making an planning application.*

Early consultation provides an opportunity for prospective applicants to both ensure they are better informed about the community's view of the proposed development and to address these concerns where they can be tackled.

- 22 Effective community engagement is important where there is ongoing work, for example, in relation to the operation of surface coal mines or mineral extraction sites. The willingness of operators of these sites to discuss and address legitimate concerns openly can often help secure the confidence of local communities. The establishment of formal community liaison arrangements as a mechanism for regular discussion are encouraged as being particularly useful in these circumstances.*

The concluding chapter of this report assesses the extent to which the consultation process for the Draft Master Plan has satisfied this guidance.

3

Consultation process

The 12 week consultation period on the Draft Master Plan can essentially be regarded as having had two components:

- Informing people – publicising the Draft Master Plan and its contents.
- Enabling comment – enabling people to respond to the Draft Master Plan should they wish.

This chapter of the report looks at these two components in more detail.

3.1

Publicising the Draft Master Plan

The Draft Master Plan was launched on 2 April 2012. It was publicised by Aberdeen Airport Ltd in a number of ways:

1. **News releases** on 2 April and 24 April 2012 (see appendices A and B). The initial news release outlined the content of the Draft Master Plan; the second news release contained dates of public drop-in sessions and information about a community newsletter.
2. A **dedicated webpage** on the Aberdeen Airport Ltd's website (www.aberdeenairport.com/masterplan) including a PDF download of the Draft Master Plan.
3. Distribution of **Runway community newsletter** (first edition) focused on the Draft Master Plan. Over 10,000 copies were distributed to households, libraries and community centres in Bucksburn, Cothall, Danestone, Dyce and Stoneywood.

4. Tweets on the Aberdeen Airport Ltd's **Twitter** feed @ABZ_Airport, which has over 8,000 followers.
5. **Written communications** to key stakeholders informing them of the Draft Master Plan consultation.
6. A series of nine **public drop-in sessions** in and around Aberdeen giving local stakeholders an opportunity to talk to Aberdeen Airport Ltd managers face to face (see Appendix C for locations and dates).
7. A comprehensive series of **briefings** to key stakeholders, some of which were in response to requests (see Appendix D for list).

3.2

Interest in the Draft Master Plan

The Draft Master Plan was downloaded 1,912 times from the Aberdeen Airport Ltd's website during the consultation period.

A further 300 hard copies of the Draft Master Plan were distributed by post, at drop-in sessions and at briefings.

4

Respondents

This chapter describes how people and organisations could respond to the consultation, and the number and type of people/organisations who responded.

4.1

Response process

Responses to the Draft Master Plan were requested by post or to a dedicated email address by 30 June 2012, just over 12 weeks after publication of the plan.

A small number of responses were received after the deadline; these have all been fully taken into account in this report.

4.2

Number and type of respondents

26 responses were received. These are listed in Table 4.1 (overleaf).

A further eight organisations and individuals responded in writing simply to request a copy of the Draft Master Plan, with no further comments:

- Kemnay Community Council
- Inverurie Community Council
- Gama Aviation
- Scottish Environment Protection Agency
- 4 members of the public

Table 4.1 Written responses to Draft Master Plan consultation

Category	Name
Airport / transport interest groups 1 response	Aberdeen Airport Consultative Committee
Business / special interest groups 4 responses	Aberdeen and Grampian Chamber of Commerce Aberdeen City and Shire Economic Forum (ACSEF) Oil and Gas UK Scottish Council for Development and Industry (SCDI)
Community Councils / groups 2 responses	Aberdeen Civic Forum Dyce and Stoneywood Community Council
Local authorities 4 responses	Aberdeen City Council Aberdeenshire Council (2 separate responses) Moray Council
Members of the public 12 responses Locations (where known): Aberdeen city centre, Cothal, Dyce, Huntly, Rothienorman, Udney	D Duffin J Duncan J Green M Innes G Moses A Robertson C Ross C Rowe A Smith M Thain I Thow R Wallace
National & regional gov't agencies 3 responses	Aberdeen City & Shire Strategic Development Planning Authority Scottish Enterprise NESTRANS

Table 4.2 compares the number of respondents with the previous Draft Master Plan consultation in 2006.

Table 4.2 Comparison of respondents to 2006 and 2012 Draft Master Plans

category	2012		2006	
	responses	%	responses	%
Airport / transport interest groups	1	4 %	7	3.5 %
Business / special interest organisations	4	15 %	7	3.5 %
Community Councils / groups	2	8 %	5	2.5 %
Landowners / developers	0	0 %	1	0.5 %
Local authorities	4	15 %	2	1 %
Members of the public	12	46 %	155	80 %
National & regional gov't agencies	3	12 %	3	1.5 %
Scottish Gov't, MPs & MSPs	0	0 %	4	2 %
Utilities	0	0 %	1	0.5 %
Other	0	0 %	9	4.5 %
Total	26		194	

The most striking difference between the 2006 and the 2012 consultations is that **significantly fewer responses were received in 2012** – 26 compared to 194 responses in 2006. The scope of the consultation process was however broadly similar, implying that the decline in response was not the result of an inferior consultation process.

The reason for the smaller number of responses may well lie in the different contexts surrounding the consultations. When the 2006 consultation was undertaken, it was the first time such an exercise was undertaken at Aberdeen airport. The passenger forecasts on which the previous (2006) Draft Master Plan was based were contained in the government's 2003 White Paper. This was the first national strategic framework for airports for many decades, and was itself a controversial document.

The growth assumptions used in 2006 were one of the more controversial aspects of that master planning process. Since then, changes in passenger demand mean that the passenger forecasts contained in the 2012 Draft Master Plan assume lower rates of growth than was the case in 2006.

The fact that this 2012 Draft Master Plan is a review of the existing Master Plan – particularly one which assumes lower rates of growth – means that it has inevitably attracted less attention than the 2006 Draft Master Plan, which was the first of its kind.

5

Overview of responses

This chapter provides an overview of the content of the 26 responses received to the consultation. More detailed analysis can be found in chapter 6.

Respondents were invited to comment freely without a questionnaire or proforma. The issues chosen by respondents are therefore good indicators of their concerns and aspirations.

To help analyse the responses, the subjects raised by respondents have been grouped into topics. These are shown in Table 5.1 (overleaf). To be clear: these topics were selected by the author of this report based on close reading of the responses.

The headlines emerging from Table 5.1 are:

- **Improving surface access** was the single most important issue to the Draft Master Plan. It was raised by nearly two-thirds of respondents, from across all stakeholder groups.
- Almost half of respondents specifically recognised and supported the **role of the airport** in the regional economy (again across all stakeholder groups).
- Just over a third of respondents wished to see a **better passenger experience and facilities** in and around the terminal building.
- A number of **other issues** were raised by smaller number of respondents.

Table 5.1 Comments grouped by topic and category of respondent (*one blob = one response*)

		No. and % of respondents	Airport / transport interest groups	Business / special interest org's	Community Councils / groups	Local authorities	Members of the public	National/regional gov't agencies
A	Improve surface access	16 62%	•	••	•	•••	•••••••	•••
B	Economic contribution of airport	12 46%	•	••••	•	••	•	•••
C	Better passenger facilities and experience	9 35%	•	••••		••	••	
D	Reduce noise	7 27%	•		•	•	••••	
E	Support airport growth	7 27%	•	•		••	••	•
F	Action on carbon footprint	6 23%		•		•	•	•••
G	Develop route network	6 23%	•	•••	•			•
H	Support recent investment	6 23%	•	•		•		•••
I	Helicopter operations	5 19%	•	••	•		•	
J	Consult early if runway extension required	4 15%		•		•		••
K	Process of preparing Master Plan	4 15%	•		•		••	
L	New terminal building	4 15%	•	•			••	
M	More cargo facilities	2 8%		•				•
N	Passenger forecasts	2 8%					•	•
O	Detailed land use plan	1 4%				•		
P	Wind turbines	1 4%					•	

More detail of respondents' comments for each of these topics is contained in the next chapter.

6

Detailed analysis of responses

This chapter provide more details on each topic raised:

Topic	Page number
A Improve surface access	15
B Economic contribution of airport	18
C Better passenger facilities and experience	20
D Reduce noise	22
E Support airport growth	24
F Action on carbon footprint	25
G Develop route network	26
H Support recent investment	27
I Helicopter operations	28
J Consult early if runway extension required	30
K Process of preparing Master Plan	31
L New terminal building	32
M More cargo facilities	33
N Passenger forecasts	34
O Detailed land use plan	35
P Wind turbines	36

A

Improve surface access

16 respondents (62% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	2 respondents
Community Councils / groups	1 respondent
Local authorities	3 respondents
Members of the public	6 respondents
National/regional government agencies	3 respondents

Improving surface access to the airport was the single most important issue raised by respondents to the Draft Master Plan. It was raised by nearly two-thirds of respondents, from across all stakeholder groups.

Better access by public transport (bus and rail) and improvements to road infrastructure were the two most common topics raised:

- Public transport – 14 respondents
- Roads infrastructure – 10 respondents
- More direction for Surface Access Strategy review – 2 respondents

Each of these points is covered in more detail below.

Public transport raised by 14 respondents

The need to improve public transport (bus and rail) as realistic alternatives to car use was raised in a number of responses:

- *“Reducing the percentage of journeys made by car is an important goal which will require concerted action to achieve.” [government agency]*
- *“Current public transport options via the bus services from surrounding areas and the shuttle bus from Dyce rail station are currently not offering an attractive enough alternative to other road transport.” [business/special interest group]*

The connection between Dyce railway station and the airport was a concern for several respondents:

- *“Access to the railway station... is difficult and over-complicated” [business/special interest group]*
- *“A railway connection from Dyce station to the terminal building [is needed]” [member of the public]*

That said, a Dyce resident cautioned of the potential noise and congestion impacts of additional public transport movements around the station on neighbouring residents.

The need for more comprehensive bus services was raised by a number of respondents:

- *“Public transport access to the airport from the west along the A96 is non-existent... BAA should with Stagecoach the bus operator and NESTRANS set a definite date for introduction of bus services from the A96, backed by a promotional campaign” [member of the public]*
- *“Public transport to and from the terminal has improved greatly recently ... The continuing problem remains late night and early morning which no airport has solved.” [member of the public]*

There was however a note of realism from a couple of respondents about the likely scale of any move away from car use:

- *“...the rural nature of the catchment militates against massive swings away from private car use to and from the airport” [airport interest group]*

Roads infrastructure raised by 10 respondents

A number of respondents supported implementation of Aberdeen Western Peripheral Route (AWPR) and Dyce Drive Link Road projects, as they anticipated that they would:

- *“...reduce journey times and improve reliability by both car and public transport” [government agency]*

There was, however, caution against relying on the AWPR and Dyce Drive Link Road:

- *“The bypass seems a long way off and the traffic situation frequently makes the journey from the airport to town a bit of a trial; this is an embarrassing introduction to the*

city for the newcomers and not promising if the airport aims to expand further. The master plan relies on a small number of solutions and gloss over alternatives.”
[member of the public]

Car parking was raised by a small number of respondents:

- *“As it is predicted that demand for on-airport parking will exceed supply in 2013, we suggest that expansion of long-term parking facilities is necessary.” [business/special interest group]*
- *“Issues such as alternative fuels for cars could also be highlighted, with the opportunity explored to make electric vehicle charging points available in the car parks and future linkages to the A96 Park and Ride.” [local authority]*

More direction for Surface Access Strategy review raised by 2 respondents

The following comment was provided separately by both a local authority and a government agency:

- *“Although it is recognised that the surface access strategy will be updated in the coming year or so, it would be useful for the master plan to provide more direction to that lower level document.” [government agency]*

B

Economic contribution of the airport

12 respondents (46% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	4 respondents
Community Councils / groups	1 respondent
Local authorities	2 respondents
Members of the public	1 respondents
National/regional government agencies	3 respondents

Almost half of respondents, from all stakeholder groups, recognised and supported the role of the airport in the regional economy.

Typical comments included:

- *“We restate our recognition of and support for the vital role of Aberdeen airport in the regional economy...”*
[community group]
- *“[we] fully recognise the importance of Aberdeen airport and the significant role it plays in the Scottish economy. It is a key gateway to Aberdeen City and Shire for business and leisure travellers and a vital transport hub for the Oil and Gas sector. Realising growth in the region’s economy is dependent on continued global connectivity through Aberdeen airport.”* [government agency]
- *“We suggest that the final version of the Master Plan might play more proactively on the role that the airport might play in the wider North of Scotland... when planned improvements in road and rail infrastructure are completed – and the importance of these being completed sooner rather than later in the wider interests of economic growth of Scotland.”* [airport interest group]

It is worth noting that a number of respondents both supported the airport whilst also expressing concerns about noise. For example:

- *“I am a resident of Dyce and have always recognised the importance of the airport not only to Scotland and the North East but also to my village and the people who live there. However there remains the potential conflict between the economic and environmental impacts,*

particularly for Dycers who live near the airport.”

[member of the public]

- *“We recognise the need for the airport management to balance the impact of such [noise] issues on individuals and clusters of residents against the wider economic benefits of the airport to Aberdeen City and Shire... It is our impression that the airport has widespread support amongst the communities of the North East, including from individuals who are affected by noise issues.”*
[airport interest group]

A number of respondents suggested potential ways in which noise could be mitigated. These are described under ‘noise’ (see page 23 below).

C

Better passenger facilities and experience

9 respondents (35% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	4 respondents
Community Councils / groups	0 respondents
Local authorities	2 respondents
Members of the public	2 respondents
National/regional government agencies	0 respondents

Over a third of respondents wished to see a better passenger experience and facilities in and around the terminal building.

Suggestions for specific areas for improvement were as follows:

Suggested improvement	No. of respondents
Weather protection between terminal building and aircraft	5
Baggage reclaim	4
Arrivals, including seating	3
Better food and drink provision	2
Level changes (more lifts, remove steps and ramps)	2
Sense of arrival at airport entrance	2
Central security	1
Check in	1
Enhanced airside capacity	1
Meeting rooms	1
More retail variety	1
Natural light in departure area	1
Staff hospitality training	1
Viewing area for departing planes	1
Weather protection to pickup areas / car parks	1
Workspace for waiting passengers	1

A small number of people suggested replacing the existing terminal building completely (for more detail, see 'replacement terminal building' on page 32 below).

Typical comments included:

- *“Aberdeen cannot afford to be perceived as ‘unattractive’ in terms of its social amenities or ease of doing business if it is to draw the brightest and best to work here and preserve the region as an international hub for the energy industries... Service providers must, therefore, remember that competition in the energy industry is international... it must see itself as a competitor with Dubai rather than Dundee, Singapore rather than Stirling...” [business/special interest group]*
- *“We would encourage management to commit at an early date to develop concept designs for such areas as check in, central security, enhancing airside capacity, and international arrivals and domestic baggage reclaim, with indicative costings, so that these may be placed in the capital investment plan to ensure that they are completed before demand overtakes acceptable levels of facilities.” [airport interest group]*

D

Reduce noise

7 respondents (27% of total)	
Airport / transport interest groups	1 respondent
Business / special interest organisations	0 respondents
Community Councils / groups	1 respondent
Local authorities	1 respondent
Members of the public	4 respondents
National/regional government agencies	0 respondents

Just over a quarter of respondents considered that the airport needed to take more action to reduce noise impact. The main concerns were helicopter noise in Dyce and fixed wing aircraft to the north of the airport.

Specific points included:

- *“The section on noise (page 29) has a very generic feel to it and indeed it does not even mention helicopters!! Aberdeen airport has unique (and challenging) noise issues and a much stronger statement recognising these is needed.” [community group]*
- *“...can you confirm whether any controls eg quota flights will be put in place on the number of future night time non emergency flights... can you provide specific details of noise performance targets for the airport and surrounding areas and assurances that these will be met.” [local authority]*
- *“Whilst I recognise your Masterplan makes many relevant references to noise pollution it proposes that the 66 decibel contour will remain virtually unaltered in future years (with the exception of helicopter traffic corridors) despite predicted significant increases in aircraft movements, passengers numbers etc. I understand this decibel contour is based on guidance but it is somewhat arbitrary in terms of the noise impact when factors such as wind direction, types of aircraft and significant increases in helicopter traffic when poor weather has led to backlogs which have to be cleared.” [member of the public]*
- *“We encourage the airport management in its determination to engage with the communities most affected by its operation. We note that noise continues to*

be an issue with some neighbours, from east side operations, from the re-alignment of flight paths consequential on the recent extension of the runway and from the realignment of helicopter approaches as a result of the increasing number of wind farms and generators in the North East of Scotland.” [airport interest group]

- *“To understand the impact of the projected growth, it would be useful to see the forecast hourly distribution of flights...” [member of the public]*

The issue of helicopter noise in Dyce is a particular issue,:

- *“We note the statement on page 6 in terms of developing a noise mitigation plan for the east side of the airport . More progress has been made on this issue since Mr Provan was appointed as MD than in the previous seven years and we thank him for his commitment. Such steps are urgently needed because of the catastrophic environmental impact on Dyce village of east-side helicopter operations over the past eight years and the fact that they appear to be set to increase substantially in the next few years...” [community group]*

Helicopter noise in Dyce is explored and is explored in more detail in the relevant section below (see page 28).

A number of other specific clarifications were requested by respondents in relation to noise. These are summarised as part of appendix E.

It is worth restating that a number of respondents recognised the tension between noise impacts and airport growth (see pages 18-19 above).

E

Support airport growth

7 respondents (27% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	2 respondents
Members of the public	2 respondents
National/regional government agencies	1 respondent

Just over a quarter of respondents, from a range of stakeholder groups, expressly supported future growth of the airport.

Specific points included:

- *“While I support an extension to the airport will be good for Aberdeenshire please do not forget the [noise] affected outlying areas.” [member of the public]*
- *“The planned physical and operational proposals outlined in the masterplan will send out a positive signal to businesses making investment decisions in the region...” [government agency]*
- *“This Master Plan sets a positive vision for improvements to Aberdeen airport and this vision is strongly supported by the Council.” [local authority]*

F

Action on carbon footprint

6 respondents (23% of total)

Airport / transport interest groups	0 respondents
Business / special interest organisations	1 respondents
Community Councils / groups	0 respondents
Local authorities	1 respondent
Members of the public	1 respondents
National/regional government agencies	3 respondents

Just under a quarter of respondents thought it important that the airport should seek to reduce the carbon footprint and emissions created through the airport's own operations, airlines and airport users.

Typical comments included:

- *"...while it is recognised that the activities of airlines are largely outwith the remit of the airport itself, it is important that particular effort is made where emissions reductions can be made. The airport needs to build on previous actions and shows leadership in addressing the impacts that are under its control or influence to offset the impacts created by the expected growth in passenger numbers." [government agency]*
- *"low carbon environment... [including] ...improved heating distribution systems, the deployment of hydrogen and electrical vehicles and LED lighting in landing and take off taxi ways." [business/special interest group]*

G

Develop route network

6 respondents (23% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	3 respondents
Community Councils / groups	1 respondent
Local authorities	0 respondents
Members of the public	0 respondents
National/regional government agencies	1 respondent

Just over a quarter of respondents wished to see more airline routes and services operating from the airport.

Whilst route development is within the remit of the Master Plan (which focuses on the physical and land use requirements of the airport), it is worth noting the range of comments:

- *“[we] are keen to see a continued expansion of the scope and quality of direct international connections to accommodate the needs of the region’s export economies, including the substantial oil and gas traffic between Europe, the Middle East and the USA. We also see potential for Aberdeen to act as a gateway airport in the UK, collating passengers to Scandinavia and Western Russia given the substantial oil and gas traffic between these areas and North East Scotland.” [business/special interest group]*
- *“Defend and improve business connectivity... Improve inward leisure flights for tourism sector... Improve outward leisure flights for resident quality of life” [business/special interest group]*
- *“We hope that further progress will be made with airline partners in providing a much wider range of affordable leisure flights to a variety of destinations (not just Mediterranean resorts).” [community group]*

There was however a recognition that Aberdeen may already be punching above its weight in terms of the routes it offers:

- *“Aberdeen has held up better than most provincial airports in the UK, and we commend the continuing efforts of the management to encourage further route development.” [airport interest group]*

H

Support recent investment

6 respondents (23% of total)	
Airport / transport interest groups	1 respondent
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	1 respondent
Members of the public	0 respondents
National/regional government agencies	3 respondents

Just under a quarter of respondents supported the airport's investments over the last five years.

For example:

- *“We welcome the investment BAA has made in Aberdeen airport over the last five years since the publication of the last Master Plan, including the runway extension implemented last year. This has been particularly welcome in the content of the economic uncertainty over recent years, with the strong passenger growth over recent months a welcome indication of the value of this investment.” [local authority]*
- *“...recognition of the very substantial investment that has been made over the past five years to extend the runway, to improve the terminal and car parking facilities and to increase the number and size of aircraft stands, and to the route developments that have taken place.” [airport interest group]*

Helicopter operations

5 respondents (19% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	2 respondents
Community Councils / groups	1 respondent
Local authorities	0 respondents
Members of the public	1 respondent
National/regional government agencies	0 respondents

Concerns were expressed about contrasting aspects of helicopter operations – the noise they generate, and the need to protect helicopter operations.

Aberdeen is a busy heliport:

- “[Aberdeen airport is] ... one of the busiest commercial heliports in the world. As such it is important that Helicopter Facilities are well-maintained... helicopter traffic to and from offshore renewables projects may increase significantly in the next decade... This potential for increased traffic and its requirements in the future should be considered by Aberdeen airport presently”* [business/ special interest group]
- “Helicopters do not have booked slot times, so it can appear that there is a significant empty landing slot for fixed wing aircraft between 07:00 and 08:00, the prime time for helicopter movement for the first rotation. [We] would seek this time to be protected for helicopter flights.”* [business/special interest group]

On the other hand, the noise generated by existing helicopter operations has already been a cause of concern for a number of years to residents in Dyce (see also page 24 above):

- “It is obviously a huge disappointment to us that the 2040 indicative land use map (drawing 6) still shows a huge helicopter terminal on the east-side. Statements elsewhere in the Master Plan (e.g. mention of the ‘cargo cluster’ on page 37) imply that there is plenty of space on the west side to accommodate all helicopter activity.*

Aberdeen airport can and should do far more to minimise the environmental impact of helicopters in terms of new operational protocols. The use of ‘scheduled slots’

for helicopter take-offs (which we suggested in our submission to the 2006 Master Plan) will hopefully be the first of many such innovations. Cutting excessive and pointless ground running upon arrival back in Aberdeen could massively improve the quality of life of the residents of Dyce.

We hope and expect that a clear statement on the airport's plans for 24 hour non-emergency helicopter operations will be included in the Master Plan..."
[community group]

J

Consult early if runway extension required

4 respondents (15% of total)	
Airport / transport interest groups	0 respondents
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	1 respondent
Members of the public	0 respondents
National/regional government agencies	2 respondents

A number of stakeholders noted that a further runway extension might be required between 2020 and 2040. They requested that, if an extension does become necessary, consultation should begin as early as possible without waiting for the next airport Master Plan review.

Early engagement was suggested as useful to ensure that the proposal could be reflected in reviews of statutory land use plans, for example:

- *“...the issues arising from any future need for a further runway extension in the period 2020-2040 should be given early consideration with relevant stakeholders to ensure that, if appropriate, longer-term safeguardings are put in place.” [local authority]*

K

Process of preparing the Draft Master Plan

4 respondents (15% of total)	
Airport / transport interest groups	1 respondent
Business / special interest organisations	0 respondents
Community Councils / groups	1 respondent
Local authorities	0 respondents
Members of the public	2 respondents
National/regional government agencies	0 respondents

The Draft Master Plan was generally acknowledged as a well presented document, with effective public consultation.

Sample comments:

- *“I am delighted to see that the management team at the city airport has the vision and commitment to take the facility forward over the next 20 years. The masterplan is a robust, well explained report on all aspects of its operations and infrastructure.” [member of the public]*
- *“We commend the airport management for the professional and comprehensive nature of the draft Master Plan and particularly for the extent of consultation that it has offered to the population of Aberdeen City and Shire...” [airport interest group]*
- *“...we thank Aberdeen airport for carrying out an effective public consultation exercise” [community group]*

There was however one suggestion for improving the consultation process:

- *“I’d also like to suggest that rather than having your consultation drop-in events only in large towns (none of which I could attend) perhaps you could have had some in smaller villages like Udney Station or Pitmedden which would have drawn a wider response from communities.” [member of the public]*

L

New terminal building

4 respondents (15% of total)

Airport / transport interest groups	1 respondent
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	0 respondents
Members of the public	2 respondents
National/regional government agencies	0 respondents

A number of respondents wondered whether the time has come to consider replacing the 1970s terminal building with a completely new structure.

- *“...we would be curious to know whether there is an anticipated throughput of passengers when some form of radical rebuild or extension will be required whether between now and 2020, or now and 2040. We would also ask whether the present building has a ‘design life’ beyond which a major replacement programme would be required.” [airport interest group]*
- *“I would suggest that the present terminal is past its best and should be replaced with a building that is designed for larger plane loads.” [member of the public]*
- *“Rather than tinker around the edges within the existing airport footprint, why not consider building from scratch a new, truly fit for purpose facility that is fully connected to the city by road and public transport?” [business/special interest group]*
- *“A competition with academy pupils to design an award winning terminal building and surrounding area and the terminal bosses along with the Shire and City council officials pick the winner.” [member of the public]*

M

More cargo facilities

2 respondents (8% of total)	
Airport / transport interest groups	0 respondents
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	0 respondents
Members of the public	0 respondents
National/regional government agencies	1 respondent

Two respondents suggested that the airport should consider investing in more cargo facilities.

- *“The masterplan outlines proposals to consolidate cargo away from the existing terminal area as a general development principle, creating an opportunity for a purpose built cargo cluster. [We] look forward to developing a project brief and action plan for this...” [government agency]*
- *“...there may be opportunities for the airport to play a bigger role in cargo handling, particularly for the energy industry...” [business/special interest group]*

N

Passenger forecasts facilities

2 respondents (8% of total)

Airport / transport interest groups	0 respondents
Business / special interest organisations	1 respondent
Community Councils / groups	0 respondents
Local authorities	0 respondents
Members of the public	1 respondent
National/regional government agencies	0 respondents

Two respondents raised queries over the passenger forecasts upon which the Draft Master Plan is based.

One respondent suggested that the airport's passenger forecasts be checked against population forecasts for the region:

- *“We understand that these [passenger growth] figures are derived from your own economic modelling which are similar to the independent forecasts prepared by the Department for Transport. [We] would recommend that you liaise with the Strategic Development Plan team to compare their forecasts for population and employment growth...” [business/special interest group]*

Another respondent raised a number of queries about the accuracy of the forecasts and calculations, and requested more detailed information:

- *“To understand the impact of the projected growth, it would be useful to see the forecast hourly distribution of flights...” [member of the public]*

O

Detailed land use plan

1 respondent (4% of total)	
Airport / transport interest groups	0 respondents
Business / special interest organisations	0 respondents
Community Councils / groups	0 respondents
Local authorities	1 respondent
Members of the public	0 respondents
National/regional government agencies	0 respondents

- *“A detailed land-use plan could supplement the Master Plan to identify areas of improvement and in co-ordinating future development. This could also provide an opportunity to consider future building design and the relationship of the various functions of the airport and thereby create a positive impression co-ordinating all new proposals.” [local authority]*

P

Wind turbines

1 respondent (4% of total)	
Airport / transport interest groups	0 respondents
Business / special interest organisations	0 respondents
Community Councils / groups	0 respondents
Local authorities	0 respondents
Members of the public	1 respondent
National/regional government agencies	0 respondents

This issue was raised by a member of the public who is concerned about aircraft noise:

- *“Also of concern is the increasing amount of wind turbines and the question of whether they will increase the amount of air traffic being put into ever smaller corridors. Is this the case and is it a concern that the airport share as they do not seem to object to very many of the proposals?”
[member of the public]*

7

Summary + recommendations

This final chapter provides a summary of the consultation outcomes and contains suggestions for Aberdeen Airport Ltd to consider as it finalises the Master Plan.

7.1

Summary of the consultation process

The launch of the 12 week consultation on the Draft Master Plan was accompanied with a wide ranging package of publicity. This included news releases, a dedicated webpage on Aberdeen Airport Ltd's website, social media, a new community newsletter distributed to thousands of homes, a number of drop-in sessions in surrounding communities, and a series of briefing sessions (see page 7).

A number of consultees themselves commented on the comprehensive nature of the consultation process (see page 31). I consider that the process satisfied the consultation requirements of the Department for Transport's 2004 guidance and the principles of the Scottish Government's Planning Advice Note 3/2010 on community engagement in planning (see page 4 above). One respondent suggested that more drop-in events could have been held in nearby villages; Aberdeen Airport Ltd may wish to consider this for the next Master Plan review, although there is always a balance between the cost and benefit of additional consultation.

1,912 copies of the Draft Master Plan were downloaded from Aberdeen Airport Ltd's website, and a further 300 hard copies

distributed, during the consultation period. This represents a substantial level of interest in the Draft Master Plan.

7.2

Summary of responses received

Twenty six responses were received in response to the Draft Master Plan. Given the substantial level of interest in the plan, this represents a relatively small number of people and organisations who made the effort to comment.

As it was made clear in the Draft Master Plan and accompanying publicity that Aberdeen Airport Ltd was looking for comment by email or letter, the indication is that a large number of people reading the Draft Master Plan saw no reason to comment. This does not imply that they were either in favour of its content or against it, but simply that they accepted it.

The response rate to the previous Draft Master Plan consultation in 2006 was significantly higher – 194 responses, almost 8 times as many as in 2012. Again, this implies a greater level of acceptance of the 2012 Draft Master Plan. This is discussed in more detail on pages 10 and 11.

The type of people responding in 2012 was as follows:

- Airport / transport interest groups: 1 response
- Business / special interest groups: 4 responses
- Community Councils / groups: 2 responses
- Local authorities: 4 responses
- Members of the public: 12 responses
- National and regional government agencies: 3 responses

It is noteworthy that far fewer comments were received from the public in 2012 (12 responses) compared to 2006 (155 responses). Table 4.2 on page 10 contains a more detailed breakdown.

To aid analysis of the consultation responses, the subjects raised were grouped into topics. These are shown in Table 5.1 (page 13). The headlines emerging from that table are:

- **Improving surface access** was the single most important issue to the Draft Master Plan. It was raised by nearly

two-thirds of respondents, from across all stakeholder groups.

- Almost half of respondents specifically recognised and supported the **role of the airport** in the regional economy (again across all stakeholder groups).
- Just over a third of respondents wished to see a **better passenger experience and facilities** in and around the terminal building.
- A number of **other issues** were raised by smaller number of respondents.

Chapter 6 contains more detailed description and analysis of the consultation responses.

7-3

Recommendations from analysis of responses

The main points for Aberdeen Airport Ltd in finalising the Master Plan are noted below, taking each topic in the order of frequency with which they were raised.

These recommendations deal only with respondent comments which are relevant to the Master Plan. A number of more detailed comments were made which would not normally be covered in a Master Plan, such as internal layout of the terminal building and facilities within car parks. Whilst these are not referred to below, they are mentioned in chapter 6.

A **Improve surface access**

There is a clear desire for improvements to surface access to the airport, particularly by rail and bus. Whilst the frequency of bus and rail services are not within the scope of the Master Plan, Aberdeen Airport Ltd should consider including in the Master Plan:

- The land use requirements of improving the link between the existing railway station at Dyce and the airport terminal.
- A statement of commitment to working with relevant partners to deliver improved bus and rail services to serve the City and Shire.

- A statement that key infrastructure projects – such as the Aberdeen Western Peripheral Route and Dyce Drive Link Road – are essential to ensure that the airport serves the region properly.
- A statement identifying surface access issues which have emerged from preparation and consultation on the Draft Master Plan and which will be considered in the Surface Access Review due in 2013.
- Clarification of whether additional car parking will be required up to 2020 and between 2020-2040; and, if so, where that would be located.

B Economic contribution of the airport

The airport is widely regarded as being of essential to the economy and quality of life in Aberdeen and the North East. This point is already made in the Draft Master Plan, although a small number of respondents did suggest that it could be strengthened. One respondent noted the potential for the airport as the gateway to North Scotland, particularly when planned road and rail improvements are implemented.

C Better passenger facilities and experience

Around a third of respondents suggested that the passenger experience could be improved. There are a number of aspects which Aberdeen Airport Ltd may wish to consider in the finalised Master Plan:

- A statement indicating that Aberdeen Airport Ltd understands the need for continued investment in passenger comfort and facilities, within the terminal building and in terms of weather protection for passengers and staff/crew between the terminal and aircraft, pickup/dropoff areas and car parks. An indication of the nature of future investment and improvements would also be welcome.
- An indication of any land use implications of continued investment in passenger comfort and facilities, if relevant.
- A statement about future intentions for the terminal building between 2020 and 2040.

D Reduce noise

Noise generated by aircraft movements is a concern for local residents – particularly helicopter movements over Dyce and fixed wing aircraft movements to the north of the airport. Whilst there is widespread understanding that there is a need to balance airport growth and impact on local residents, there are a number of specific issues which Aberdeen Airport Ltd should consider in finalising the Master Plan.

Helicopter noise is a particular issue for Dyce residents. Concern has been expressed about possible increased hours of operation, and it has been suggested that operations could move to the west side of the airfield. This latter suggestion may of course have negative implications for other neighbours on that side of the airport. Aberdeen Airport Ltd may wish to consider:

- Continuing to work with Dyce residents and relevant parties to establish an acceptable package of measures to mitigate helicopter noise.
- Including in the Master Plan a statement on whether there are plans for 24 hour non-emergency helicopter operations.

Other issues for consideration in finalising the Master Plan:

- Whether there are other ways in which noise impact on local residents can be depicted beyond Leq noise contour maps, which more accurately reflect perceived levels of noise rather than averages (see quotation on page 22).
- Whether forecasts of the hourly, daily and seasonal variations in flights can be provided as part of the Master Plan's forecast information.

A small number of respondents raised detailed questions regarding noise which Aberdeen Airport Ltd should respond to directly, if it has not already done so.

E Support airport growth

No changes suggested under this topic.

F Action on carbon footprint

A number of respondents suggested that Aberdeen Airport Ltd should reduce the carbon footprint and emissions created through its own operations, airline operations and airport users' actions – recognising that Aberdeen Airport Ltd does not have control over the behaviour and operations of others.

The Draft Master Plan already has a chapter devoted to sustainable development and the environment. In the final Master Plan, Aberdeen Airport Ltd may wish to include further examples of specific actions or investment that it intends to take during the Master Plan period to show leadership to its users and stakeholders. (One suggestion from respondents, for example, was the installation of electric car charging points in airport car parks.)

G Develop route network

A number of respondents expressed aspirations for a greater range of business and leisure destinations to be served from Aberdeen airport. Route development activity is an important activity but is beyond the scope of the Master Plan, so no changes are suggested.

H Support recent investment

The Draft Master Plan already refers to recent investment in the airport. No changes proposed.

I Helicopter operations

Respondents raised two contrasting aspects of helicopter operations – the noise they generate, and the need to protect helicopter operations.

Noise issues have already been covered under 'noise' on page 40.

The protection of helicopter operations (and catering for potential future growth in helicopter traffic) is a matter for the Aberdeen Airport Ltd's own forecasting. The only recommendation in this area would be for Aberdeen Airport Ltd to be certain that its forecasting of helicopter traffic is

robust, and that the Master Plan accommodates that forecast level of traffic.

J Consult early if runway extension required

A number of stakeholders noted that a further runway extension might be required between 2020 and 2040. They requested that, if an extension does become necessary, consultation should begin as early as possible without waiting for the next Airport Master Plan review.

This does not require any amendment to the Master Plan, but is an important point for Aberdeen Airport Ltd to bear in mind as it rolls it forecasting forward in the future.

K Process of preparing Master Plan

The Draft Master Plan was generally acknowledged as a well presented document, with effective public consultation. This topic has already been dealt with on page 37 above.

L New terminal building

A number of respondents wondered whether the time has come to consider replacing the 1970s terminal building with a completely new structure.

As stated on page 40 above, the Master Plan could include a statement about future intentions for the terminal building between 2020 and 2040.

M More cargo facilities

Two respondents suggested that the airport should consider investing in more cargo facilities. Aberdeen Airport Ltd may wish to review whether this is likely to be an area which merits further investment, beyond that already proposed in the Draft Master Plan, during the Master Plan period.

N Passenger forecasts

Two respondents raised queries over the passenger forecasts upon which the Draft Master Plan is based. One suggested that Aberdeen Airport Ltd's passenger forecasts be checked against population forecasts for the region, and another raised

a number of queries about the accuracy of the forecasts and calculations. It is suggested that these are matters Aberdeen Airport Ltd to take forward itself and, if appropriate, respond to the relevant parties.

O Detailed land use plan

One respondent suggested the preparation of a more detailed land use plan to identify areas of improvement, co-ordinate future development and consider future building design, to create a positive impression of the airport and a sense of arrival. Aberdeen Airport Ltd should consider whether it wishes to undertake this – as part of the Master Plan, the forthcoming Surface Access Strategy review, or a separate exercise.

P Wind turbines

One respondent, concerned about aircraft noise, asked whether the increasing number of wind turbines is likely to channel more aircraft into narrower corridors. The question was raised whether the airport should undertake greater scrutiny of future developments, effectively to reduce noise impacts. Aberdeen Airport Ltd may wish to respond to the respondent directly.

Other issues

A small number of other suggestions were made which Aberdeen Airport Ltd should consider incorporating in the finalised Master Plan:

- The inclusion of a glossary of terms and acronyms.
- An annotated map of the airport showing runway and aircraft stand numbers.
- Detailed corrections.

7-4

Next steps

The tasks now are for Aberdeen Airport Ltd to consider how to build on what has been a comprehensive and useful consultation process, in terms of (a) how comments will be

taken into account in finalising the Master Plan and (b) continuing to engage with respondents and other interested parties in the future.

(a) Finalising the Master Plan

1. Aberdeen Airport Ltd should consider whether and how the Draft Master Plan should be amended in response to each consultation response, bearing in mind the content of this report.
2. Not every comment or suggested change will be capable of being incorporated. There are tensions between some comments from different respondents, such as in relation to helicopter operations. In finalising the Master Plan, Aberdeen Airport Ltd will need to take a view on how to navigate through such tensions.

(b) Continuing engagement

3. If it has not already done so since the close of the consultation period, Aberdeen Airport Ltd should respond to each respondent, thanking them for their comments, explaining that they will be taken into account as the Master Plan is finalised, that Aberdeen Airport Ltd will be in contact with them again when the Master Plan is published, and explain when that is likely to be. The letter/email should explain that an independent consultation report is being prepared. A small number of respondents sought a response on particular issues, to which Aberdeen Airport Ltd should respond directly.
4. Aberdeen Airport Ltd has already indicated that it intends to incorporate this consultation report into the final Master Plan.
5. When the finalised Master Plan is published, Aberdeen Airport Ltd should advertise it publicly using similar media to promotion of the Draft Master Plan.
6. Although there is unlikely to be a need for further consultation during preparation of this Master Plan, Aberdeen Airport Ltd should consider including a statement in the finalised Master Plan to the effect that it intends to review the Master Plan again in five years time, and anyone wishing to be involved in that consultation should monitor Aberdeen Airport Ltd's website.

Appendices

- A** Initial news release issued on publication of Draft Master Plan, 2 April 2012
- B** Subsequent news release issued on 24 April 2012
- C** Public drop-in events
- D** List of briefings

Appendix A

Initial news release issued on publication of Draft Master Plan on 2 April 2012

Thirty year blueprint will see Aberdeen Airport take off

North east gateway launches draft Master Plan to meet future growth in air traffic

- £100 million investment up to 2030
- Scope for extra runway capacity
- 40% rise in passenger numbers by 2040
- Around 1,100 extra jobs

An ambitious multi-million pound blueprint to develop Aberdeen Airport over the next 30 years has been unveiled today for consultation.

The UK's fastest growing airport in 2011 has launched its draft Master Plan, which sets out how it will develop to meet future demand, and compete more effectively against UK and European rivals.

Highlights include a £100 million capital investment plan over the next two decades, major refurbishment of the terminal building, space for further runway expansion as demand requires it, and a 40% rise in passenger numbers by 2040.

Updated forecasts produced by BAA show a growing demand for air services to and from Aberdeen over the long term, with passenger numbers expected to reach four million by 2020 and more than five million by 2040. Around 1,100 jobs could be created as a result of future development.

Derek Provan, managing director of Aberdeen Airport, said: "The aviation industry has changed a great deal since the first Aberdeen Airport Master Plan was published in 2006, a time of unprecedented growth in the aviation industry. It was followed by the worst downturn in aviation history, a worldwide slump in demand and the loss of dozens of UK and European airlines, including flyglobespan and Aberdeen based City Star Airlines.

"Given the extent of the downturn, and the impact on air passenger demand across the world, it is only sensible that we take stock and refresh our long term forecasts to reflect the changed business

landscape. This draft Master contains a series of revised forecasts for growth, which we believe are realistic, sustainable and achievable.

“Aberdeen Airport was the fastest growing airport in the UK last year and our forecasts suggest that we will continue to grow over the long term. It is vital therefore that we put in place a development framework that allows Aberdeen Airport to deliver an enhanced customer experience, improve its international connectivity, and compete effectively in a fast changing market.”

A major programme of capital investment is planned over the next 20 years to ensure Aberdeen Airport is able to accommodate forecast demand, including expansion of the main terminal, extra aircraft stands and additional runway extensions to expand Aberdeen’s international reach.

Local residents, businesses and politicians will have a chance to air their views on the future development of the airport during a 12 week public consultation.

Airport MD Derek Provan added: “We have invested heavily at Aberdeen Airport over the past ten years. However, no business can afford to stand still. So, over the next 30 years, we will embark on a continuing programme of investment and innovation, including further enhancements to our terminal building and space to further expand the runway, so that we can – in time, and as demand requires – extend the airport’s international reach. This investment will ensure that Aberdeen Airport is well placed to grow for the future and continues to play its part in driving the region’s economic development.

“However, we recognise that we can only grow with the support and trust of our neighbours. We are determined to grow Aberdeen Airport in a responsible and sustainable manner, and we will be consulting widely on our plans to ensure that all sections of the community have an opportunity to share their views.”

Tom Smith, chairman of ACSEF, said: “Transport and connectivity are key to achieving economic growth and enhancing the quality of life in the region. Expanding the airport in line with its Master Plan will result in net benefits to the North-east but also to the rest of Scotland. It is clear that the airport out-performs as a private business but it is also a vital enabler of overall economic growth. ACSEF’s action plan fully supports the airport’s development plans and will continue to work closely with Aberdeen Airport, the public sector and other bodies involved in major infrastructure to bring them to fruition.”

Bob Collier, Chief Executive for Aberdeen & Grampian Chamber of Commerce, said: “The proposals in this consultation document clearly illustrate the depth of Aberdeen Airport’s commitment to the North-east of Scotland. The region has already been the beneficiary of a multi-million pounds investment in its infrastructure which has considerably improved the standard of service for passengers travelling to this world as well as opening up opportunities for new routes. These ambitious proposals take the potential for the region to the next level.”

The 2011 draft Master Plan in detail

The draft document sets out long term forecasts for growth, and the airport infrastructure required to handle this growth at 2020 and 2040, including terminal and runway capacity. It also considers the economic role of the airport and highlights the strategic transport improvements needed to support a successful airport.

The context

The 2003 UK Government White Paper, the Future of Air Transport, provides the framework for the future development of UK aviation. It requires airports such as Aberdeen to set out their long term development plans and publish a draft Master Plan for public consultation, and to review these documents every five years. Aberdeen's first Master Plan was published in 2006 following the largest consultation ever undertaken by the airport, and has been an invaluable document to many of the airport's stakeholders. This draft Master Plan refreshes the document released in 2006, in line with DfT guidance.

Today's Airport

Aberdeen Airport handled 3.1 million passengers, over 97,000 passenger flights and around 6,200 tonnes of freight in 2011. The airport has approximately 20 airlines flying to around 40 destinations with a high percentage of business use (56%) supporting the north east economy.

Forecasts

Passenger numbers are forecast to rise from 3.1 million in 2011 to 4 million in 2020 and 5.09 million in 2040.

The number of air transport movements is forecast to grow from 97,600 in 2011 to 109,200 in 2020 and 119,800 in 2040.

Cargo is expected to grow significantly, with tonnage increasing from 6,200 in 2011 to 8,400 in 2020 and 9,200 in 2040.

Investment

Over the next 30 years, Aberdeen Airport will embark on a continuing programme of investment and innovation. The current capital plan envisages investment worth almost £100 million between now and 2030 alone. This investment will ensure that Aberdeen Airport is well placed to grow for the future and continues to play its part in driving the region's economic development.

Development to 2020

Up to 2020, development of the airport will focus on making best use of current facilities and alterations to existing terminal and airfield infrastructure to meet capacity requirements. During this period, airport development will take place within the existing footprint.

The main proposals include:

- expansion of the airport's international arrivals area and departure lounge
- upgrades to the security search area and additional domestic and international baggage reclaim capacity

- remodelling the airport's food court and retail facilities, and a new car rental building
- a helicopter taxiway and runway upgrade, additional aircraft stands and an upgrade of the southern taxiway.

Development to 2040

Beyond 2020, it is more difficult to pinpoint specific developments but it is likely that more substantial alterations to the terminal building and additional aircraft stands will be required. The main runway will be resurfaced in 2024. Land will also be safeguarded to allow for additional runway extensions at both ends of the main runway, assuming forecast growth is achieved and there is a commercial imperative for further expansion. During this period, the draft Master Plan envisages only limited requirement for additional land outwith our existing boundary, and does not forecast a requirement for land beyond that which has already been identified in the 2006 Aberdeen Airport Master Plan.

Social and economic benefits

Aberdeen Airport is already a key driver for the regional and national economy. The airport currently employs around 2,050 directly on airport, and around 3,390 across the city and shire region, and generates some £114 million GVA (gross value added) each year for the regional economy. At a Scottish level, the airport supports some 3,870 jobs and contributes around £126 million every year for the national economy.

Based on current levels of employment and the predicted passenger growth forecasts, an additional 1,110 jobs are expected to be created, generating an additional £42 million GVA for the Scottish economy per annum.

The draft Master Plan suggests that future investment in the airport's infrastructure is also likely to generate a substantial economic dividend for the region. It follows a recent study which shows that the recently completed £10 million runway extension is expected to generate millions of pounds for the regional economy and provide a significant boost for inbound tourism. The study found that the new runway extension will:

- Generate an additional 205,000 passengers by 2015
- Contribute £20.3 million for the city and shire economy by 2015
- Lead to as many as 30,000 extra visitors to the region every year, spending up to £6.4 million annually

Sustainable development and the environment

The draft Master Plan outlines a series of commitments on the environment. Aberdeen Airport Limited is committed to reducing energy use across the campus and has undertaken research to establish the airport's carbon footprint. The airport will also investigate the feasibility of using renewable energy technologies to meet its energy requirements. Action to tackle the issue of aircraft noise is also planned and includes developing a workable ground noise mitigation plan for residents to the east of the airfield.

The exact nature and timing of the developments outlined in the Master Plan will always be subject to detailed financial environmental evaluation.

Surface Access (ground transport)

Convenient and reliable access by a range of transport modes is of fundamental importance to the operation and success of any airport. The airport is prone to heavy traffic congestion at peak times and there is a high level of dependence on private cars and taxis for access to and from the airport. Aberdeen Airport will continue to work with Transport Scotland, NESTRANS, local authorities and others to deliver improved access to the airport, including the proposed AWPR project and the A96 link road.

Aberdeen Airport has also committed to provide land, currently within its ownership, to support the proposed development of Dyce railway station to accommodate proposed rail passenger growth and to improve customer service at the station.

The consultation

The draft Master Plan will now be the subject of a comprehensive three month public consultation, during which community groups, public bodies, business organisations and others will have an opportunity to provide feedback on the draft proposals.

The draft Master Plan can be downloaded at www.aberdeenairport.com/masterplan
Copies of the draft Master Plan can also be obtained by writing to Dan Peck, Head of Development, Aberdeen Airport, Dyce, Aberdeen, AB21 7DU or by emailing aberdeen_masterplan@baa.com

A series of public drop-in sessions will be held at Aberdeen Airport and in the surrounding communities in the coming weeks, during which airport managers will be available to discuss the plans and answer questions. Further details of the drop-in sessions can be found at Visit www.aberdeenairport.com/masterplan

The public consultation closes on 30 June 2012.

retrieved from Aberdeen airport website on 18 September 2012: <http://www.aberdeenairport.com/about-us/media-centre/press-releases/thirty-year-blueprint-will-see-aberdeen-airport-take-off>

Appendix B

Subsequent news release issued on 24 April 2012

Aberdeen Airport launches “largest ever” consultation on development blueprint

The largest public consultation ever held by Aberdeen Airport is now underway, following the release of its ambitious new Master Plan.

The draft document, published earlier this month, sets out how Aberdeen Airport will develop to meet future demand, and compete more effectively against UK and European rivals.

Highlights include a £100 million capital investment plan over the next two decades, major refurbishment of the terminal building, space for further runway expansion as demand requires it, and a 40% rise in passenger numbers by 2040.

A series of public drop in sessions are being held across the north-east from today to give local residents, politicians and business leaders greater insight into the airport’s development plans. Passengers will also have an opportunity to comment at a drop in session in the terminal next month.

Meanwhile, more than 10,000 copies of a new community newsletter have already been distributed to households, libraries and community centres in Dyce, Cothall, Bucksburn, Stonywood and Daneston to promote the launch of the draft Master Plan.

And a new email address – Aberdeen_masterplan@baa.com – has been created to capture the views of local people. Details of the drop in sessions have also been posted on Aberdeen Airport’s popular Facebook and Twitter sites.

Derek Provan, managing director of Aberdeen Airport, said: “Aberdeen Airport is a major economic generator for the north east, and it is vital that we have in place a development framework that allows the airport to compete more effectively and attract new business, in what is an intensely competitive aviation market. In doing so, we also need to take in account the impact of a growing airport on the local community, and the Master Plan consultation is key to this. Over the coming weeks, we will be visiting communities across the north-east to share our vision with local residents and to hear their hopes and concerns about future growth. We would encourage anyone with an interest in their local airport to take part in the public consultation.”

Airport head of development Dan Peck, the main author of the draft Master Plan, added: “This is, without doubt, the largest public consultation ever undertaken by Aberdeen Airport. We are determined to reach as many people as we can to ensure that our development plans match the aspirations of the people of the north-east.”

- Ends –

Notes to the Editor

Public drop in sessions will be held on the following dates:

16 April, Airport Thistle, 9:00am – 12:00noon

30 April, Dyce Community Centre, 6.30pm – 8.30pm

1 May, Beacon Centre, Bucksburn, 6.30pm – 8.30pm

2 May, Marischal College, Aberdeen, 10.00am – 3.00pm

3 May, Danestone Community Centre, 6.30pm – 8.30pm

16 May, Airport terminal building, 9:00am – 2:00pm

16 May, Inverurie Town Hall, 5.00pm – 7.00pm

24 May, Viewmount Council Office, Stonehaven, 6:00pm - onwards

30 May, Buchan Area Community Forum, Auchnagatt Village Hall, 7:30pm – 9:00pm

The public consultation will close on 30 June 2012.

Submissions can be made in writing to Dan Peck, Head of Development, Aberdeen Airport, Dyce, Aberdeen, AB21 7DU or by emailing Aberdeen_masterplan@baa.com

More information about the draft Master Plan is available online at:

www.aberdeenairport.com/masterplan

retrieved from Aberdeen airport website on 18 September 2012: <http://www.aberdeenairport.com/about-us/media-centre/press-releases/aberdeen-airport-launches-%E2%80%9Clargest-ever%E2%80%9D-consultation-on-development-blueprint>

Appendix C

Public drop-in events

Nine public drop-in sessions were held during the first few weeks of the consultation period.

location	venue	date	time
Aberdeen (Bucksburn)	Beacon Centre	1 May 2012	6.30pm–8.30pm
Aberdeen (city centre)	Marischal College	2 May 2012	10am–3pm
Aberdeen (Danestone)	Danestone Community Centre	3 May 2012	6.30pm–8.30pm
Airport	Thistle Hotel	16 April 2012	9am–12pm
Airport	Terminal Building	16 May 2012	9am–2pm
Auchnagatt	Village Hall (Buchan Area Community Forum)	30 May 2012	7:30pm–9pm
Dyce	Community Centre	30 April 2012	6.30pm–8.30pm
Inverurie	Town Hall	16 May 2012	5pm–7pm
Stonehaven	Viewmount Council Office	24 May 2012	6pm onwards

Appendix D

List of briefings

person/organisation
Aberdeen Airport Ambassador Bob Keiller
Aberdeen Airport Consultative Committee
Aberdeen and Grampian Chamber of Commerce (Chief Executive and Board)
Aberdeen City and Shire Economic Forum (board)Aberdeen City Council (Leader, Chief Executive and Enterprise, Planning and Infrastructure Committee)
Aberdeen City Council (Enterprise, Planning and Infrastructure Committee)
Aberdeen Civic Forum
Aberdeen Dean of Guild
Aberdeenshire Council (Leader, Chief Executive, Economic Development group, and Planning and Infrastructure Committee)
Brian Adam MSP
Institute of Directors (Aberdeen)
NESTRANS
Royal Town Planning Institute
SCDI North East Scotland

